

Annual Report
CIVIL AIR PATROL

AUXILIARY OF THE UNITED STATES AIR FORCE

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CIVIL AIR PATROL
OFFICIAL AUXILIARY OF THE UNITED STATES AIR FORCE
BOLLING AIR FORCE BASE, WASHINGTON 25, D. C.

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1 June 1953

To the Members of Civil Air Patrol
and the People of the United States

Sirs:

As a non-profit corporation chartered by the Congress of the United States, Civil Air Patrol, the official civilian auxiliary of the United States Air Force, is dedicated to volunteer public service.

Your seventh annual report, transmitted herewith, includes the proceedings and activities of Civil Air Patrol during 1952 with special emphasis on your service to the American people and the United States Air Force.

Sincerely,

CARL A. SPAATZ
General, USAF (Ret.)
Chairman, National
Executive Board



C O M M A N D E R I N C H I E F

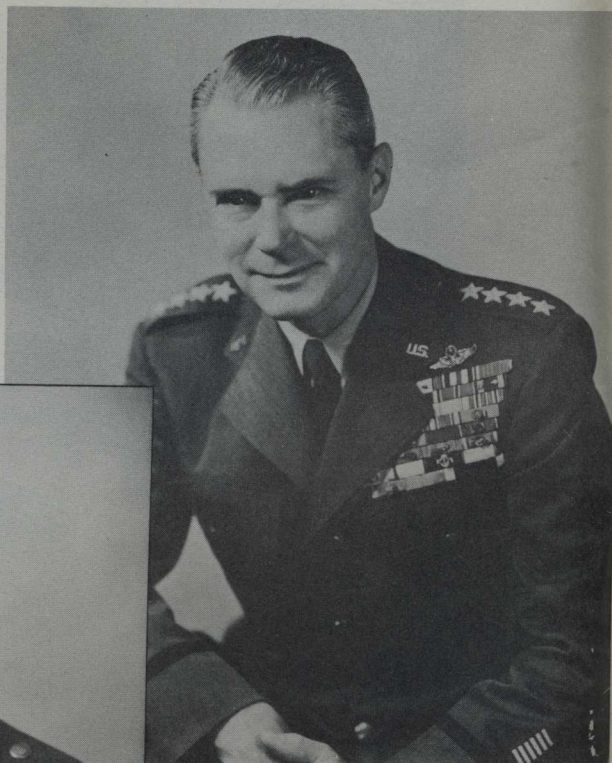


Charles E. Wilson
Secretary of Defense



Harold E. Talbott
Secretary of the Air Force

Maj. Gen. Lucas V. Beau, USAF
National Commander,
Civil Air Patrol



Gen. Hoyt S. Vandenberg, USAF
Chief of Staff, U. S. Air Force

Civil Air Patrol...

WHAT IS IT?

"... are hereby incorporated and declared to be a body corporate by the name of the Civil Air Patrol (hereinafter referred to as the 'corporation')..."

WHAT DOES IT DO?

"... objects and purposes of the corporation shall be—

(a) To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of air supremacy...

(b) To provide aviation education and training especially to its senior and cadet members; to encourage and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies..."

WHAT IS ITS STATUS?

"... Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that Civil Air Patrol be established as a volunteer, civilian auxiliary of the United States Air Force..."

PUBLIC LAW 476—79TH CONGRESS

Chapter 527—2d Session

AN ACT

To incorporate the Civil Air Patrol

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following-named persons, to wit: Harold F. Wood, of Alabama; J. M. Morris, of Arizona; Rex P. Hayes, of Arkansas; Bertrand Rhine, of California; J. A. Smethills, of Colorado; W. T. Gilbert, of Connecticut; William J. Simpson, of Delaware; Zack T. Mosley, of Florida; J. L. Dobbins, of Georgia; Leverett Davis, of Idaho; Gordon A. DaCosta, of Illinois; Walker W. Winslow, of Indiana; Don C. Johnston, of Iowa; J. Howard Wilcox, of Kansas; W. S. Rinehart, of Kentucky; Richard G. Jones, of Louisiana; Guy P. Gannett, of Maine; Edward R. Fenimore, of Maryland; John Shennett, of Massachusetts; Ray R. Baker, of Michigan; Clayton N. Wulff, of Minnesota; J. R. Dowd, of Mississippi; L. W. Greene, of Missouri; Roy W. Milligan, of Montana; Rudy C. Mueller, of Nebraska; Eugene H. Howell, of Nevada; John F. Brown, of New Hampshire; Frank D. Carvin, of New Jersey; Lewis W. Graham, of New Mexico; Stuart C. Welch, of New York; Frank E. Dawson, of North Carolina; Irvn A. Myhra, of North Dakota; George A. Stone, of Ohio; W. H. Shockey, of Oklahoma; G. Robert Dodson, of Oregon; Phillip F. Neuweiler, of Pennsylvania; Norris W. Rakestraw, of Rhode Island; Dexter C. Martin, of South Carolina; James R. Barnett, of South Dakota; W. C. Whelen, of Tennessee; D. Harold Byrd, of Texas; Joseph D. Bergin, of Utah; William V. Mason, of Vermont; Allan C. Perkinson, of Virginia; E. R. Schiller, of Washington; Hubert H. Stark, of West Virginia; John F. Stratton, of Wisconsin; and Albert W. Dickinson, Junior, of Wyoming, and their associates and successors, are hereby incorporated and declared to be a body corporate by the name of the Civil Air Patrol (hereinafter referred to as the "corporation").

SEC. 2. The objects and purposes of the corporation shall be—

(a) To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of air supremacy, and to encourage and develop by example the voluntary contribution of private citizens to the public welfare;

(b) To provide aviation education and training especially to its senior and cadet members; to encourage and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.

PUBLIC LAW 557—80TH CONGRESS

Chapter 349—2d Session

AN ACT

To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Civil Air Patrol be established as a volunteer civilian auxiliary of the United Air Force; and that, to assist Civil Air Patrol in the fulfillment of its objectives as set out in section 2 of Act of July 1, 1946 (Public Law 476, Seventy-nine Congress), the Secretary of the Air Force is hereby authorized, to the extent and under such conditions and regulations as he may prescribe—

(a) to make available to Civil Air Patrol by gift or by loan, sale or otherwise, with or without charge therefor, obsolete or surplus aircraft, aircraft parts, materiel, supplies, and equipment of the Air Force Establishment;

(b) to permit utilization of such facilities of the Air Force Establishment as, in the opinion of the Secretary of the Air Force, are required by Civil Air Patrol to carry out its mission;

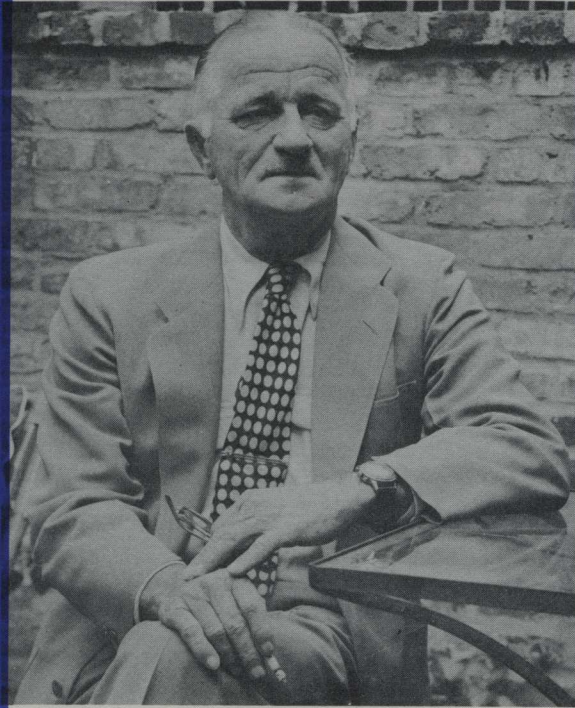
(c) to furnish to Civil Air Patrol such quantities of gasoline and oil as may be required by it for the purpose of carrying out any specifically assigned mission;

(d) to establish, maintain, supply, and equip liaison offices of the United States Air Force at the National and State headquarters of Civil Air Patrol, and to detail and assign military and civilian personnel of the Air Force Establishment to such liaison offices;

(e) to detail military and civilian personnel of the Air Force Establishment to units and installations of Civil Air Patrol to assist in the training program of Civil Air Patrol.

SEC. 2. The Secretary of the Air Force is authorized in the fulfillment of the noncombatant mission of the Air Force Establishment to accept and utilize the services of Civil Air Patrol.

Gen. Carl A. Spaatz, USAF Ret.
Chairman, National Executive Board



Col. Cord Meyer, CAP
Northeastern Region



Col. Elliott W. Springs, CAP
Middle East Region

The governing body of Civil Air Patrol in which all powers of government and management of the corporation are lodged is the National Board made up of the Wing Commanders representing the 48 states, the District of Columbia, the Commonwealth of Puerto Rico, and the Territories of Alaska and Hawaii. However, the National Board meets only once a year and the business of the corporation has been delegated to the National Executive Board made up of a Chairman, Vice Chairman, the eight Regional Directors and the National Finance Officer. The Secretary of the Air Force designates the National Commander of Civil Air Patrol, presently Major Gen. Lucas V. Beau, USAF, who is invested with

The National Executive

THE NATIONAL BOARD*

WING	COMMANDER	WING	COMMANDER	WING	COMMANDER
ALABAMA	Colonel John A. Rountree	KANSAS	Colonel Henry E. Zoller	NEVADA	Colonel Weld Arnold
ARIZONA	Colonel Dines Nelson	KENTUCKY	Colonel John B. Wathen	NEW HAMPSHIRE	Colonel George G. Wilson
ARKANSAS	Colonel Lomax S. Anderson	LOUISIANA	Colonel William D. Haas	NEW JERSEY	Colonel Irving J. Feist
CALIFORNIA	Colonel Howard Freeman	MAINE	Colonel Winfield A. Ramsdell	NEW MEXICO	Colonel J. Gibbs Spring
COLORADO	Colonel Charles Boettcher, II	MARYLAND	Colonel Bennett Crain	NEW YORK	Colonel Joseph F. Crowley
CONNECTICUT	Colonel Charles B. Shutter	MASSACHUSETTS	Colonel Harry J. Standring, Jr	NORTH CAROLINA	Colonel Herbert H. Baxter
DELAWARE	Colonel Frank J. Lynch	MICHIGAN	Colonel Louis A. Edwards	NORTH DAKOTA	Colonel Paul S. Roel
FLORIDA	Colonel Joseph F. Moody	MINNESOTA	Colonel James H. Laidlaw	OHIO	Colonel Edmund P. Lunken
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INDIANA	Colonel Wayne W. Ricks	NATIONAL CAPITAL	Colonel Newbern Smith	RHODE ISLAND	Colonel Edward A. Mercier
IOWA	Colonel Harold E. McKinney	NEBRASKA	Colonel Earle C. Reynolds	SOUTH CAROLINA	Lt. Colonel Alfred A. Pate

*(as of 31 December 1952)



Col. William M. Joy, CAP
Great Lakes Region



Col. W. C. Whelen, CAP
Southeastern Region



Col. Rudy C. Mueller, CAP
North Central Region



Col. Thomas E. Knight, CAP
Rocky Mountain Region

all the powers, duties and privileges enjoyed by the National Board and the National Executive Board. The United States Air Force officers serving on the immediate staff of the National Commander, who also is the Commanding General, Headquarters, Civil Air Patrol, USAF, are authorized to function in the same capacity and with the same authority on his staff as National Commander. Here listed are the names of the loyal Americans who as members of the National Board and the National Executive Board guided Civil Air Patrol through 1952 — its eleventh year and the greatest in its history.



Col. Willoughby G. Dye, CAP
Western Region



Col. Walter B. Smith, CAP
Chief Financial Officer
Southwestern Region

Board

WING	COMMANDER
SOUTH DAKOTA	Colonel Joseph L. Floyd
TENNESSEE	Colonel Alfred M. Waddell
TEXAS	Colonel Emmett O. Rushing
UTAH	Lt. Colonel Ralph B. Ottenheimer
VERMONT	Lt. Colonel Gray S. Clark
VIRGINIA	Colonel Allan C. Perkinson
WASHINGTON	Colonel Wallace M. Hibbard
WEST VIRGINIA	Colonel Earle T. Andrews
WISCONSIN	Colonel John H. Batten
WYOMING	Colonel M. Glenn Capps
ALASKA	Colonel Jesse R. Carr
HAWAII	Colonel Benjamin F. Dillingham
PUERTO RICO	Colonel Orlando J. Antonsanti

Col. D. Harold Byrd, CAP
Vice Chairman, National Executive Board



... These are the



CAP assists the Red Cross in the airlift of whole blood where it is needed.



Full partners are this ARS amphibian and CAP lightplane in air search and rescue.

The missions of Civil Air Patrol as the "volunteer civilian auxiliary of the United States Air Force" are divided into three main categories: certain non-combatant operational missions as directed by the Secretary of the Air Force; maintenance of a pool of carefully selected cadets trained in ground and preflight subjects as a source of personnel procurement for the Air Force; and maintenance of a program of aviation education for America's youth together with general aviation education of the public.

During 1952, Civil Air Patrol's eleventh year, its more than 77,000 adult and cadet members were untiring in their efforts to bring CAP closer to its ultimate goal of complete accomplishment of its missions.

Their success in this respect can be best measured in the recognition accorded CAP by individuals, the Nation's press, organizations such as the National Aeronautics Association and the American Red Cross, and, of course, the Air Force itself.

Of prime significance is the award of the 1952 Frank G. Brewer Trophy to Civil Air Patrol. Like the Collier and Wright Memorial Trophies, the Brewer Trophy is administered by the National Aeronautics Association and is given for outstanding contributions to aviation. In the case of the Brewer Trophy it is given to the individual or organization contributing the most to the advancement of aviation education.

Also significant is the report of Brig. Gen. Thomas J. DuBose, Commanding General of the Air Force's Air Rescue Service, to Air Force Chief of Staff Gen. Hoyt S. Vandenberg in which General DuBose said:

"I am extremely grateful for the valuable assistance that has been offered by CAP. I foresee a continuing requirement for the Civil Air Patrol to support the Air Rescue Service in carrying out its search and rescue mission. I would favorably consider any action that will increase the capability of the Civil Air Patrol to support ARS in performing the rescue mission.

"In the event ARS aircraft and aircrews are required to deploy from the ZI for any reason, the Civil Air Patrol will be called upon to perform a higher percentage of the air rescue mission in the United States. Air Force Regulation 45-49 assigns the war mission of the CAP which entails, in part, participation in search and rescue service as an auxiliary of ARS. This headquarters envisions a heavy requirement upon the Civil Air Patrol during any national emergency."

In his endorsement of the report, Lt. Gen. Laurence S. Kuter, Deputy Chief of Staff, Personnel, Department of the Air Force, declared that during 1952 CAP performed 77 percent of the total hours and sorties flown on actual searches in the United States under the control of ARS.

Missions

As 1952 drew to a close CAP had nearly reached the half-way mark in its drive for 100,000 trained cadets — the goal set for it by Air Force. A total of 48,276 young men and women were engaged in learning the mechanics of the Air Force as CAP cadets. At the same time they were receiving a thorough grounding in general aviation subjects as presented in the CAP Aviation Study Manual.

While the greater part of their efforts were directed toward the performance of the assigned missions, Civil Air Patrol's volunteers found time to answer the call for help whenever an emergency presented itself. Many missions were flown for the American Red Cross and other National, state and community agencies. Blood-lift for the Red Cross was prominent among them. Untold other mercy missions were flown which never were reported.

In March CAP planes took to the air over North Dakota and other states of the "blizzard belt" bringing succor to snowbound families.

When the Missouri River went on a spring rampage in May CAP members were on hand to furnish emergency communications, fly flood patrol and build levees. Many a flood victim had reason to smile upon the little putt-putt planes which appeared overhead just when the future seemed blackest.

Three minutes after the residents of Tehachapi, California, were rocked to rude wakefulness the morning of July 21 by a vicious earthquake, the California Wing went into action with its communications network, volunteer disaster teams and emergency airlift. For a time the CAP radio net was the only link with the outside world.

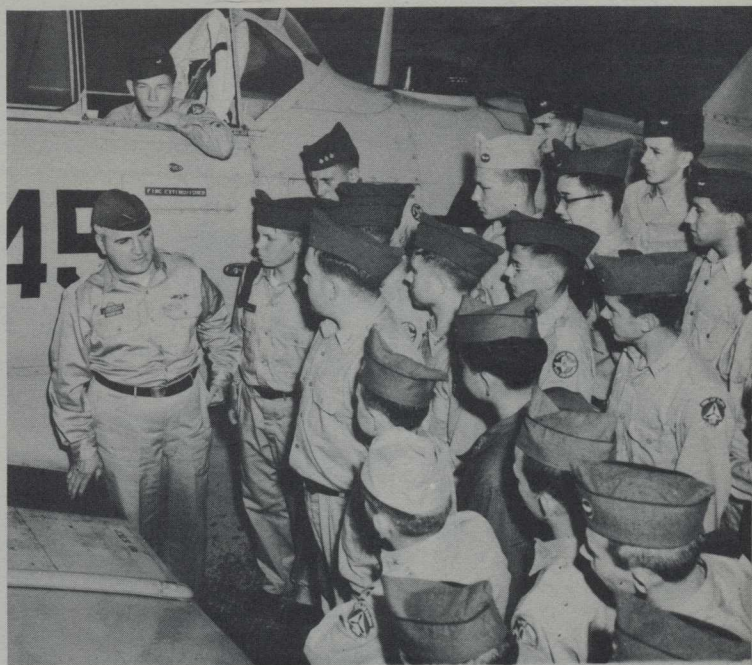
October found the woodlands in Virginia, West Virginia, Kentucky, North Carolina, Illinois and other states tinder dry. An unprecedented wave of forest fires sprang up endangering whole communities. CAP answered the plea for help both from state and Federal agencies. Communications men in two-way radio-equipped cars or with portable transceivers worked round the clock for nearly two weeks going in with the fire fighters relaying on-the-spot reports of progress and requests for additional help. Other CAP volunteers flew above spotting new fires and coordinating the activities of the fire fighters.

Closing the seasonal cycle winter blizzards struck Arizona and Kansas without warning in early December marooning hunters and motorists and trapping families on isolated farms. A total of 1,000 hunters were reported lost in one area in Arizona. CAP search planes, which either directed them to safety or routed rescue parties to them, were credited with saving many lives.

The 1952 file on CAP is closed — stamped "Mission Complete."



Emergency radio communications is a top priority item in CAP operations planning.

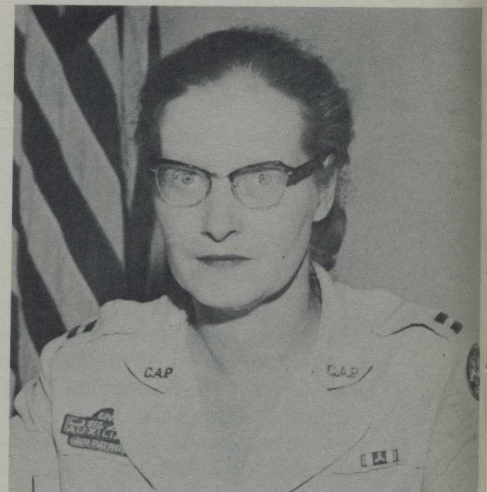


"This is the Air Force way," CAP Cadets are told at a summer encampment.

1. Dr. Roland H. Spaulding



2. Capt. Otilia Haskins



These are the Pe

These are the people — a cross section of America — doctors, dentists, lawyers, filling station attendants, clerks, mechanics, bankers, grocers, newspapermen or what have you who are the heart and soul of Civil Air Patrol. They are the people who since early 1942 have given of their time and money, blood and sweat, and even their lives in the cause of a secure America. They are the people who, when the call for help goes out, leave their jobs and their families taking to the air bringing help where it is needed. They number nearly 80,000 strong, united in purpose and intent, brought together by the common bonds of love of country and of aviation. These are the people who fly the searches through all kinds of weather, the people who teach the youngsters about the

airplane and aviation and the people who serve as the foundation for the CAP Cadet program. They, in fact, are Civil Air Patrol, volunteer auxiliary of the United States Air Force.

Representative of the thousands who make up CAP are these:

1. Dr. Roland H. Spaulding, professor of Education in charge of Aeronautical Education at New York University — a CAP colonel and advisor on Education to General Beau.

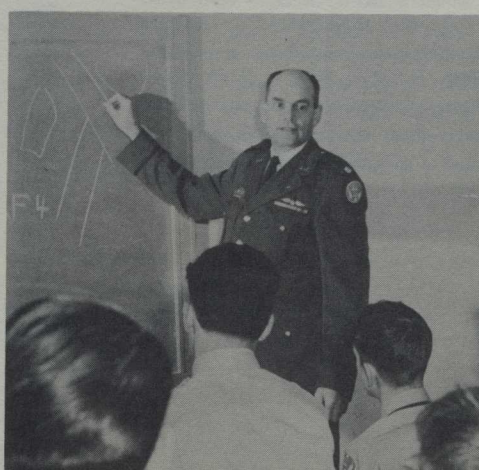
2. Capt. Otilia Haskins, CAP, who commanded the 1952 CAP Cadet encampment at Griffis AFB, Rome, N. Y.

3. Typical of the type of officers who staff CAP units throughout the United States are these four of the Ohio Wing's Fourth Group being sworn in by Brig. Gen. E. H. Zistel of

7. Sam Akeah



8. Methodist minister



3. Officers being sworn in



4. Family affair



people . . .

the Ohio Air National Guard. They are (l to r) Maj. Sam Wilson, coordinator for Civil Defense; Capt. E. H. Jackson, Operations officer; Maj. Jim Martin, director of Public Information; and Lt. Col. Harry A. Webb, commanding officer.

4. In many instances Civil Air Patrol is getting to be a family affair. Lt. Col. J. Reed Capps, executive officer of the California Wing; Lt. Col. Virginia Capps, director of Personnel for the wing; and their daughter, Philicia, a CAP Cadet, are a typical CAP family.

5. Trim in her CAP uniform Cadet Capt. Ann Kirk of the Utah Wing symbolizes the spirit of CAP, especially the more than 13,000 women in the organization.

6. Cadet Normand Miller of Springfield, Vt., is one of the more than 47,000 young men and women who are enrolled in the Cadet program and who are receiving instruction in aviation preflight subjects through the use of such training aids as this Link trainer.

7. Sam Akeah, chairman of the Tribal Council of the Navajo Indian Nation, is a CAP member and one of the organizers of the program among his people. The Navajos now have a full group organized as part of the Arizona Wing.

8. This Methodist minister — pastor of two churches — finds time to be Training Officer of the Massachusetts Wing's Fourth Group. He is Maj. Leopold M. Hayes, a former officer in the Army and a private pilot.

5. Cadet Capt. Ann Kirk



6. Cadet Normand Miller





Civil Air Patrol volunteer pilots plan the search pattern for a missing airliner.

Operations

NEW COMMITMENTS

During 1952 the groundwork was laid for two new phases of Civil Air Patrol-Air Rescue Service cooperation on a National scale. These were aircraft wreckage marking and mercy missions. After considerable deliberation it was decided that CAP could perform the periodical wreckage marking done by ARS personnel at a fraction of the cost encountered in moving ARS personnel and equipment around the country to perform the job. Again Air Force would reimburse the CAP volunteers only for fuel and lubricants. The marking of all known aircraft wreckage sites would save valuable time when an actual search is on. The wreckage marking phase was expected to be approved early in 1953.

Requests to Air Rescue Service to perform mercy flights were heavy in many parts of the country where local agencies did not have the facilities for filling the need. This was especially true in Alaska. Approval for CAP to undertake these mercy missions at the request of Air Rescue Service authorities in Alaska was given early in the fall and ARS indicated that the program would be approved for operation in all 52 wings in 1953.

Civil Air Patrol, since its inception on December 1, 1941, has been engaged in flying mercy missions whenever the need existed and CAP was asked to help. Hardly a day went by that CAP was not asked to fly such a mission somewhere in the country last year. Also included in this category were the blood lift missions for the American Red Cross. In several areas these requests developed into a regular schedule of aerial blood lifts. Such a schedule existed on a weekly basis between the National Capital Wing and Red Cross agencies in Washington and nearby Virginia.

CAP IN CIVIL DEFENSE

Under a joint agreement with the Federal Civil Defense Administration, Civil Air Patrol maintained what are known as Mobile Support Units. Composed of specified numbers of aircraft, motor vehicles, personnel and equipment, these MSU's —

During the calendar year 1952, CAP's volunteers flew 85,854 hours on all types of missions. These missions can be divided into several main categories, namely, search and rescue; SARCAP (official search training missions flown under the direction of ARS); Civil Defense missions flown in support of ground forces engaged in CD planning; radar tracking and sighting missions flown for the Ground Observer Corps (GOC) and Air Force filter centers of the Air Defense Command; miscellaneous missions flown for local, state and national agencies engaged in mercy work or disaster relief; and flight orientation for CAP Cadets.

SEARCH AND RESCUE

In evaluating Civil Air Patrol as the principal domestic air arm of the Air Force's Air Rescue Service, an ARS officer recently said:

"No one knows Massachusetts like a Massachusetts flier!"

In all 52 wings of Civil Air Patrol which blanket the nation from coast to coast and include Alaska, Hawaii, Puerto Rico and the District of Columbia, the 16,782 rated pilots of CAP are on 24-hour call to perform air search whenever a plane is reported missing whether it be military, commercial or civilian.

Last year Civil Air Patrol participated in 111 actual searches totaling 8,901 flying hours. Whether they flew their own aircraft or the Air Force liaison types on-loan to CAP, these volunteers were reimbursed only for the fuel and oil expended on search. They received no pay, allowances or per diem. They defrayed all incidental expenses out of their own pockets.

Col. Richard T. Knight, former commanding officer of ARS, declared a year ago that "it was mainly due to the existence of CAP that ARS was able to concentrate in the Japanese area the numbers of aircraft and personnel that were there when they were needed at the beginning of the Korean War."

CAP had 118 of them — were especially designed to provide an air arm to support Civil Defense Missions. Although they are made up of CAP personnel and equipment and are available for any Air Force-ordered mission when not engaged in a CD mission, they are primarily CD support units and as such may not be moved from the limits of their respective states without prior approval of the CD director in that state. In addition to the maintenance of MSU's, Civil Air Patrol supported all CD exercises as requested by state and local directors.

AIR DEFENSE SUPPORT

In cooperation with the Air Defense Command's Ground Observer Corps and Air Force filter centers throughout the nation, CAP planes flew radar tracking and observer sighting missions. In 1952 CAP pilots flew 3,349 hours of this activity. ADC officials repeatedly pointed out that it would be economically impossible to provide men and aircraft for this critically needed training if Air Force aircraft had to be utilized exclusively.

FLIGHT ORIENTATION

Perhaps one of the most important factors in preparing young people for the air age is an actual introduction to the airplane. The Civil Air Patrol flight orientation program is designed to satisfy this need. During 1952 CAP Cadets were given orientation flights totaling 63,463 hours. On these flights they put into actual practice the theories presented in the academic phases of their training. The orientation program serves a second purpose, also, that of providing the minimum proficiency flying for CAP's rated pilots.

THE AIRCRAFT

On December 31, 1952, Civil Air Patrol had available in time of emergency a fleet of 7,676 light aircraft with which to perform its operational missions. Of these, 94 percent, or 7,190 planes, were either owned by Civil Air Patrol Inc., its individual members, or had been committed to CAP's use by their non-member owners. Aircraft on loan to CAP from the Air Force numbered 486. The non-Air Force planes included 311 owned by the corporation, 4,106 owned by members and 2,776 committed by non-members. With the exception of the on-loan aircraft, no Federal funds go toward the maintenance of this aerial fleet and fuel and lubricants are furnished by the Air Force only on the four categories of Air Force-ordered missions — actual searches, SARCAP's, mercy missions and GOC missions. Either the corporation or the individual member defrays the operating cost on all other missions. Of the 85,854 hours flown in 1952, Air Force fuel and lubricants were furnished on only 25 percent of them.

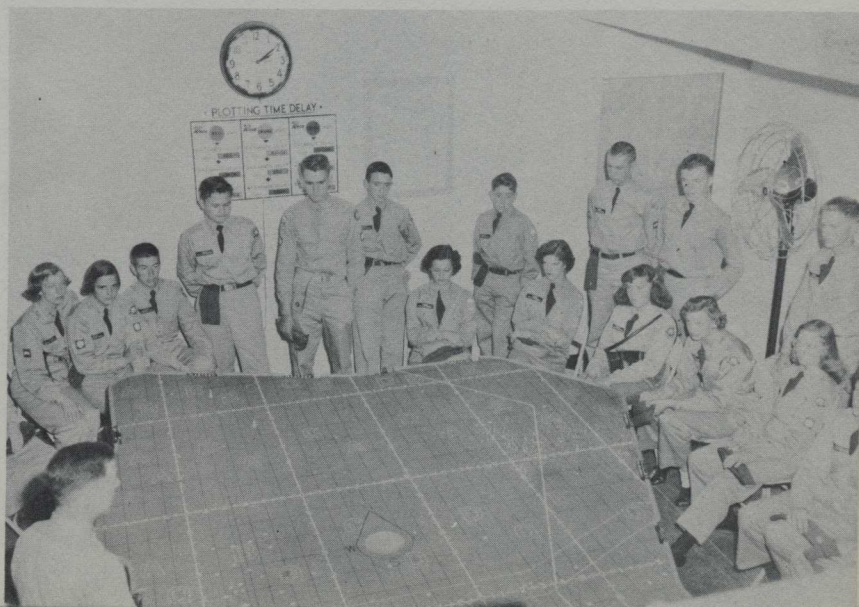
CAP Cadets learn how to man the plotting board in an Air Force filter center.

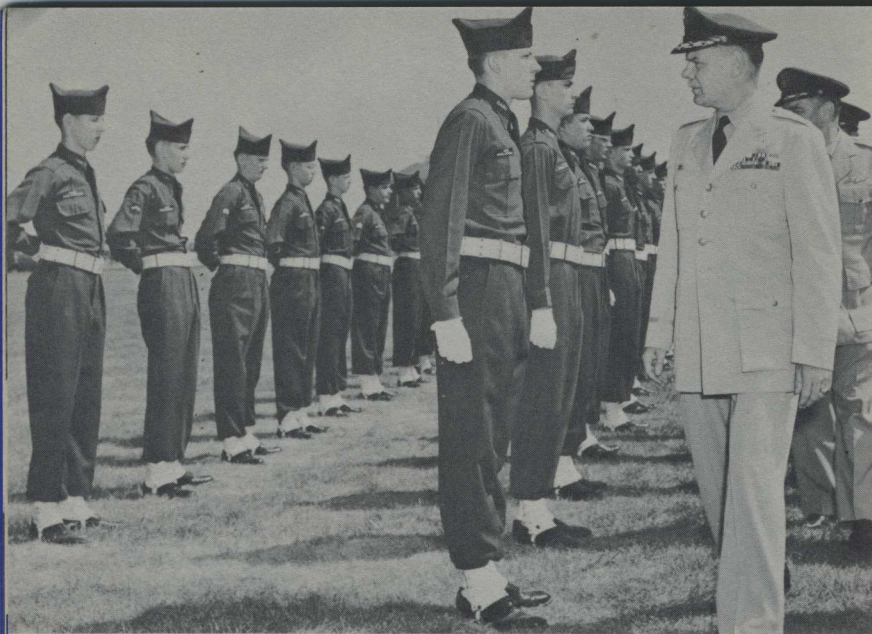


Located by CAP ground searchers, this jet pilot is being rushed to medical care.

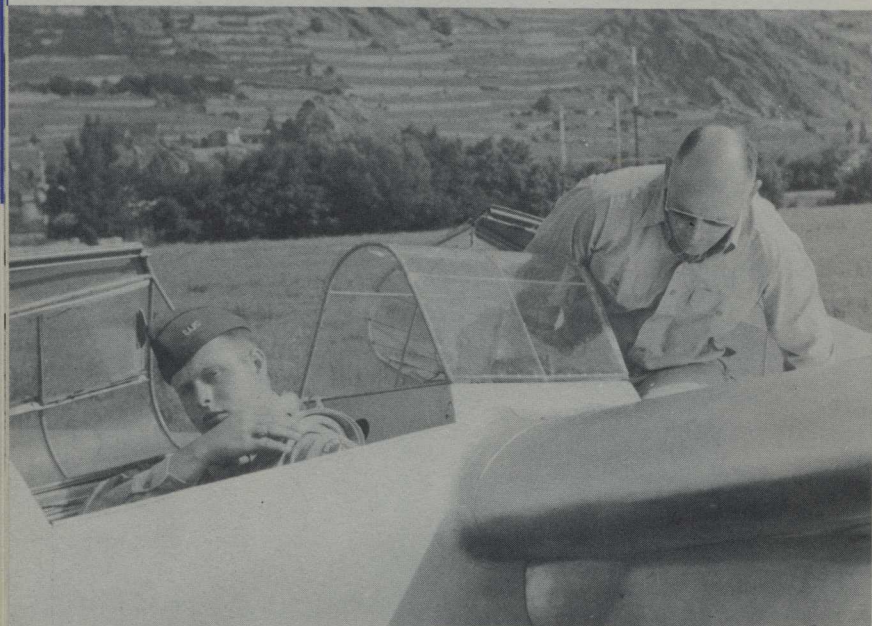


"Casualties" in a Civil Defense exercise are airlifted out of danger by CAP planes.





A crack CAP Cadet drill team gets a going over from an Air Force general officer.



A CAP exchange cadet visiting Switzerland is checked out for a flight in a glider.



Arms familiarization is a part of the CAP summer encampment at an Air Force base.

Cadet

The Civil Air Patrol Cadet program was designed to develop in youth an awareness of the social, political, economic, international and vocational aspects of aviation. This concept was interpreted and applied in the Aviation Education program and the special activities related to air-age indoctrination.

Enrolled in the CAP Cadet program in 1952 were 48,276 teen-age boys and girls banded together by an expressed interest in aviation. The 1952 figure represented a nine percent increase over the 1951 total, and a major step along the way toward the ultimate goal of 100,000 cadets.

As junior members of the Civil Air Patrol organization, the cadets were provided with a comprehensive background in aviation fundamentals and military procedures. No actual flying training was offered as part of the formal program but the cadets were acquainted with flight fundamentals and trained in ground search and rescue techniques.

High on the list of special activities held each year for CAP cadets are the summer encampments at Air Force bases. During the vacation months of 1952 42 cadet encampments were conducted at 39 bases. All 52 wings, with the exception of Louisiana which was in the grip of a polio epidemic, engaged in encampment activities.

Fifteen days long, the encampments supplied cadets with special academic and vocational training. The participants gained a working knowledge of the operation of an Air Force base and soaked up some of the atmosphere associated with life in the service. Quarters, food, medical care and recreational facilities normally provided for Air Force personnel were provided for the visiting cadets.

The cadets learned through practical demonstration the common relationship which exists between vocational training as

Program . . .

taught and practiced in the Air Force and those trades peculiar to the aviation industry in civilian life.

Cadets were given the opportunity to put into practice the training included in the academic courses pursued during their regular CAP training periods in addition to being introduced to specialized fields such as fire fighting, radio and radar maintenance, control tower operation, armament and crash rescue procedures.

The cadet program, which really got into full swing during 1952, was responsible for 680 CAP cadets entering the service during the year. Of these, 453 entered the Air Force. Civil Air Patrol cadets who complete the examinations on the prescribed academic courses and who attend at least one summer encampment are tendered a Certificate of Proficiency signed by General Vandenberg and General Beau. The holder of such a certificate is enlisted in the Air Force in the grade of Airman Third Class — in other words their first stripe is automatically given in recognition of their CAP training. By fall 1953 Civil Air Patrol authorities estimated that 150 cadets per month would be receiving the Certificate of Proficiency.

Civil Air Patrol cadets received 1,231,384 hours of classroom instruction during 1952. The major portion of an additional 424,131 hours of other training also was absorbed by the more than 48,000 cadets. A grand total of 4,878 cadets received part of their training at the encampments. Among these were 939 young women. A great number of Air Force reservists — 8,311 of them — gave a total of 62,006 hours classroom instruction. Qualified CAP members, regular Air Force personnel and volunteer civilian instructors gave the bulk of the academic training, however.

A highlight of the CAP cadet program last year, as it is every year, was the Inter-

national Cadet Exchange. The exchange was in its fifth year in 1952, and, as it had in the past, did much to foster good will and understanding through the intermingling of groups of different nationalities and cultures. The mid-summer event brought 111 air-minded young men to the United States from 15 Nations while 110 CAP cadets visited the other exchange Nations. Participating in the 1952 exchange were Norway, Belgium, Brazil, Canada, Denmark, England, France, Italy, Luxembourg, Mexico, Portugal, Spain, Sweden, Switzerland and The Netherlands. Civil Air Patrol first joined in the exchange program with the Air Cadet League of Canada in 1948.

The exchange has long been hailed as being in the best tradition of the democratic way of life. Annually it enables a group of American young men — carefully selected from the ranks of the CAP cadets — to represent the United States as unofficial, young ambassadors of good will. This expense is born entirely by the Civil Air Patrol Corporation in this country while the governments, aero clubs and other aviation interests in the foreign nations provide the financial support for their part of the program.

Of this exchange, the CAP National Commander, Maj. Gen. Lucas V. Beau, has said:

"In nearly 50 years of American aviation the International Cadet Exchange is perhaps its most ambitious undertaking. It represents the extent of aviation's growth and concept, its culture, stature and imagination in the process of building a national air tradition."

The CAP exchange cadets visited the participating Nations in small groups. The foreign youths were provided a similar itinerary. After being greeted in Washington each individual national group was hosted by a different CAP wing. They again met in

New York City for a three-day stay highlighted by a banquet in which they named Gen. Curtis E. LeMay, Commanding General of the USAF Strategic Air Command, as "Airman of the Year," before departing to their homelands.

Also under the heading of special activities for the CAP cadets were the National and International Drill Competitions. Annual affairs, the 1952 competitions saw Puerto Rico Wing win the National held at Mitchel Air Force Base, N. Y., and a selected team of cadets from several wings win, for the first time since its inception in 1947, the Lucas V. Beau Trophy at the international competition held in conjunction with the Minnesota State Fair at Minneapolis. Regional winners in the 1952 eliminations were the crack teams of New Jersey, Michigan, Colorado and Utah in addition to Puerto Rico.

During 1952 flight orientation and familiarization were perhaps the most popular phase of the program with the cadets. More than 63,000 hours were flown by CAP's volunteer pilots in this phase of the program. Such orientation was conducted in the USAF planes on-loan to CAP or in corporation-owned and member-owned craft. No Federal funds were utilized in this program. It was financed through the efforts of the individual members of CAP as are many other phases of CAP activity.

Taken in its broadest perspective the Civil Air Patrol cadet program is an ambitious venture aimed at uniting young America and aviation in an acquaintance beneficial to them both. In 1952 the program represented the greatest realization of this goal in the history of the organization.

Aviation Education . . .

Aviation education is that branch of general education concerned with communicating knowledges, skills and attitudes about aviation and its impact upon society. During 1952 Civil Air Patrol took major strides in this direction.

In the field of youth aviation education—a major phase of CAP's mission to inform the American public about aviation—the 48,000-odd young men and women who are CAP cadets took part in two types of aviation educational programs. They were the classroom instruction given in connection with weekly squadron activity and the formal instruction given in the CAP-High School coordinated program.

The majority of the more than 1,200,000 hours of classroom instruction were spent probing into the 11-unit CAP Aviation Study Manual hailed by leading American educators as the foremost aviation text for youth presently available. The manual originally was designed by an advisory group of the nation's top educators to be used as the basis for all CAP study and as the text for the CAP-High School coordinated program. Completion of all phases of study covered in the manual normally takes three years. However, plans were

made during 1952 to reduce the length of time without impairing the quality of the program.

The bulk of CAP-sponsored aviation education was delivered through the squadron activity where adult CAP members, qualified Air Force reservists and civilian instructors prepared and delivered the lectures. These were supplemented by discussion sessions, demonstrations, guest speakers, special projects and field trips to aviation installations.

Facets of aviation covered in the CAP Aviation Study Manual are: Our Air Age, Know Your Airplane, Why the Airplane Flies, Power for Flight, The Airplane and the Airman, Weather, The Path of Flight, Air Traffic Control, Problems of Safety Control, Airports, and Vocational Opportunities in Aviation.

Progress was made in 1952 toward the goal of increasing the number of schools offering the CAP-High School coordinated program as an accredited course. First offered to the secondary schools in 1949, the course received widespread recognition. The one-year program was offered to 6,771 students in 229 of the nation's secondary schools in 1952. The course was carried as

an elective and it was administered by regular faculty members in the cooperating institutions. Membership in CAP was not a prerequisite, although the majority of the students enrolled were enthusiastic CAP cadets.

To provide fully-qualified instructors needed to staff the increasing number of schools carrying courses in aviation education, Civil Air Patrol in cooperation with the University of Colorado sponsored the first annual National Aviation Education Workshop in 1952. It was aimed at creating a teacher-interest in aviation. The participating teachers received a grounding in aviation subjects from some of America's top educators. In several field trips which included a 3,000-mile round trip flight to Eglin Air Force Base, Fla., the Air Force's proving ground, the participants put into actual practice the theories they absorbed in the lecture sessions. Of the 114 teachers participating in the first workshop many subsequently were responsible for the introduction of aviation education in the institutions they represented.

So successful was the first such workshop that another was planned for 1953 together with a number of regional workshops. Plans

Teachers at the 1952 National Aviation Education Workshop sponsored by CAP put the theories they learned to work in a project to build and fly a model plane.



"Flying time" in a Link trainer is part of the instruction given in the CAP Cadet program throughout CAP's more than 2,000 units.



were laid for a conference of educators early in 1953 to establish these workshops and to enlarge the national workshop to accommodate 300 teachers during its second year.

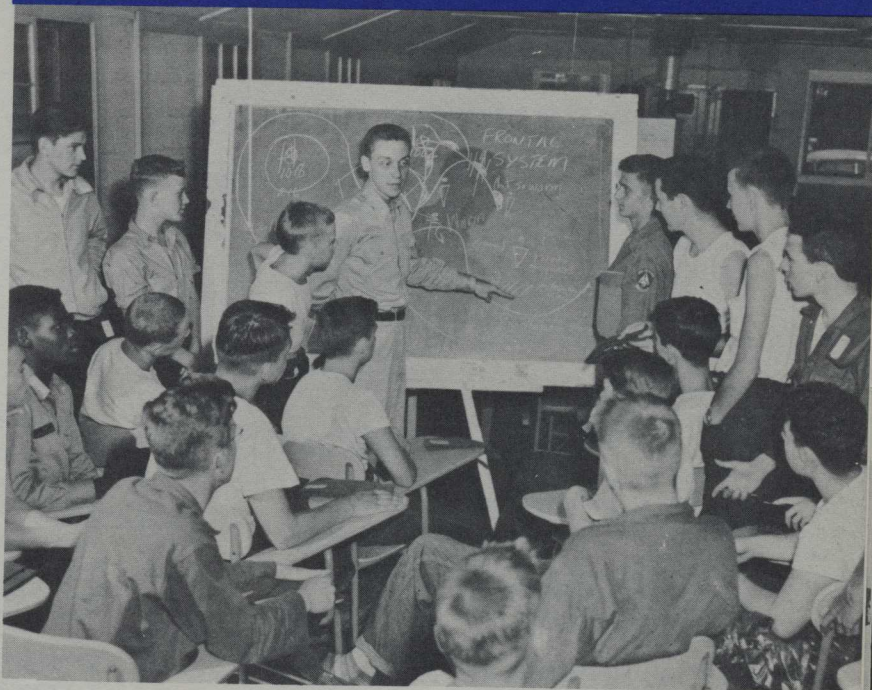
Testimony to the significant progress made by Civil Air Patrol in the field of aviation education in 1952 came in December when, at the Wright Memorial Dinner in Washington, Civil Air Patrol was named winner of the 1952 Frank G. Brewer Trophy given annually by the National Aeronautics Association to the individual or organization contributing the most to aviation education. In fact, CAP made a clean sweep of all three Brewer Trophies — national, state and local. The three trophies were created by Frank G. Brewer of Birmingham, Ala., in honor of his son lost in the fighting during World War II. They are given annually in Birmingham, in the State of Alabama and on a national scale. Maj. Letha Birchfield, commanding officer of the Mortimer Jordan Squadron, Birmingham, was named recipient of the local trophy. Capt. Patrick H. Rogers, USAF, Air Force-CAP liaison officer for the Alabama Wing, was named to receive the state trophy. The local and state awards are administered by the Aero Club of Birmingham and the Alabama Department of Aeronautics, respectively.

In accepting the trophy General Beau summed up the importance of the award and the accomplishment which it represented when he said:

"This award is a culminating point in several years of modest but significant gains in the Civil Air Patrol — it is a measure in part of CAP's success in the field of grassroots aviation education. The real test of that will come at some time during the next 50 years of flight; for today's students of aviation education will be the people who make the decisions affecting the foundations of air progress."

Another phase of aviation education in Civil Air Patrol is the training of its adult members. During 1952 the Air University — in effect — opened its doors to Civil Air Patrol adult members. The facilities of the Extension Course Institute of the Air University were extended to adult CAP members on the same basis as regular and reserve officers of the Air Force. A total of 1,156 CAP adult members participated in the ECI program.

CAP's display at the 1952 conclave of the National Aviation Education Council at Atlantic City drew much attention to CAP's aviation education program.



CAP Cadet students learn about the weather as part of their classroom studies which include all phases of preflight instruction.

MILITARY LIAISON . . .

A plan to unite the 52 wings of Civil Air Patrol into eight regions for the purpose of creating a closer liaison between the units and CAP's National Headquarters in Washington was implemented in 1952. The eight regional liaison officers provided a military counterpart to the CAP regional directors and effected a decentralization in the overall supervision of Civil Air Patrol activities. A more effective coordination of activities at wing, group and squadron level was realized from the regional arrangement. As 1952 drew to a close changes in the regional arrangement were approved and the CAP regional areas established for 1953 were as follows:

NORTHEASTERN REGION: Maine, Massachusetts, New York, New Hampshire, Vermont, Connecticut, Rhode Island, Pennsylvania, New Jersey.

MIDDLE EAST REGION: Maryland, Delaware, Virginia, West Virginia, North Carolina, South Carolina, District of Columbia.

GREAT LAKES REGION: Michigan, Wisconsin, Illinois, Indiana, Ohio, Kentucky.

SOUTHEASTERN REGION: Tennessee, Alabama, Georgia, Florida, Puerto Rico.

NORTH CENTRAL REGION: North Dakota, South Dakota, Kansas, Minnesota, Iowa, Nebraska, Missouri.

SOUTHWESTERN REGION: Texas, Oklahoma, Arkansas, Mississippi, Louisiana, New Mexico, Arizona.

ROCKY MOUNTAIN REGION: Montana, Wyoming, Utah, Colorado, Idaho.

WESTERN REGION: Washington, Oregon, Nevada, California, Hawaii, Alaska.

WING COMMANDERS' ROSTER* . . .

Colonel John A. Rountree, Jr., CAP
Alabama Wing, CAP
P. O. Box 2874
Birmingham 6, Ala.

Colonel Dines Nelson, CAP
Arizona Wing, CAP
Davis-Monthan AFB
Tucson, Ariz.

Lt. Colonel Claud L. Holbert, CAP
Arkansas Wing, CAP
Adams Field
Route 77
Little Rock, Ark.

Colonel Howard Freeman, CAP
California Wing, CAP
Bldg. 204
Presidio of San Francisco, Calif.

Colonel Charles Boettcher, II, CAP
Colorado Wing, CAP
Lowry AFB
Denver, Colo.

Colonel Charles B. Shutter, CAP
Connecticut Wing, CAP
303 Wooster St.
New Haven, Conn.

Colonel Frank J. Lynch, CAP
Delaware Wing, CAP
General Delivery
New Castle AFB
Wilmington, Del.

Colonel Joseph F. Moody, CAP
Florida Wing, CAP
P. O. Box 2767
Orlando, Fla.

Lt. Colonel Lex D. Benton, CAP
Georgia Wing, CAP
Bldg. T-30
Dobbins AFB
Marietta, Ga.

Lt. Colonel Reed E. Rawson, CAP
Idaho Wing, CAP
P. O. Box 4145
Boise, Idaho

Colonel Henry J. Beutel, CAP
Illinois Wing, CAP
Room 378
U. S. Court House
219 S. Clark St.
Chicago 4, Ill.

Colonel Wayne W. Ricks, CAP
Indiana Wing, CAP
777 N. Meridian St.
Indianapolis, Ind.

Colonel Harold E. McKinney, CAP
Iowa Wing, CAP
Room 203
Old Federal Bldg.
Des Moines, Iowa

Colonel Henry E. Zoller, CAP
Kansas Wing, CAP
212-216 East Waterman St.
Wichita, Kansas

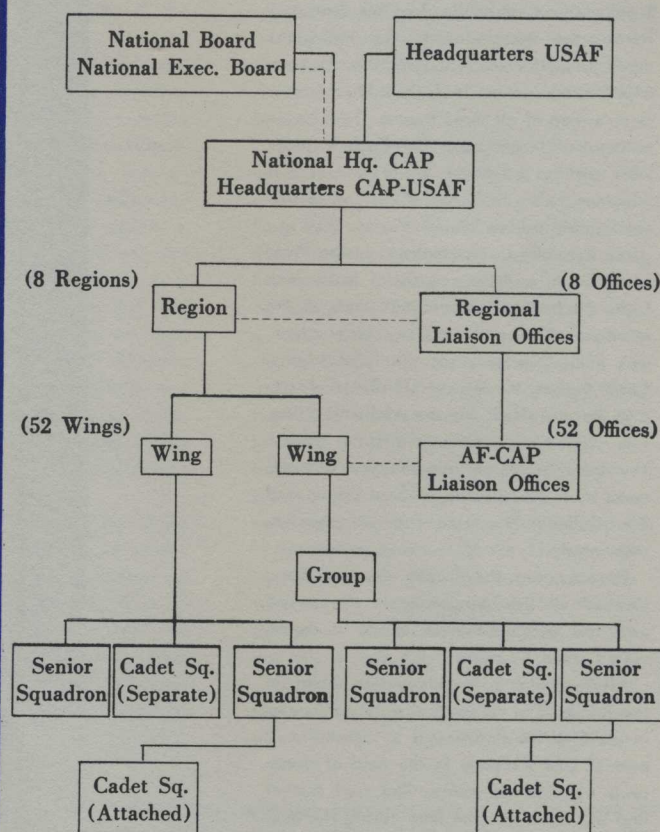
Colonel John B. Wathen, CAP
Kentucky Wing, CAP
Bldg. T-66
Bowman Field
Louisville, Ky.

Colonel William D. Haas, CAP
Louisiana Wing, CAP
1723 Masonic Temple Bldg.
New Orleans, La.

Colonel Winfield A. Ramsdell, CAP
Maine Wing, CAP
Bldg. 1
Fort Williams, Me.

Colonel Bennett Crain, CAP
Maryland Wing, CAP
Pier C
Friendship International Airport, Md.

ORGANIZATION OF THE CIVIL AIR PATROL



UNIT AND MEMBERSHIP REPORT

AS OF 31 DECEMBER 1951 AS OF 31 DECEMBER 1952

CAP WING	GP	SQ	CADETS	SENIOR MEMBERS	GP	SQ	CADETS	SENIOR MEMBERS
Alabama	1	18	608	370	0	29	726	304
Arizona	1	12	419	329	6	25	631	727
Arkansas	0	3	500	381	0	17	645	433
California	11	61	2163	3962	14	105	1968	2996
Colorado	6	29	1473	957	6	38	1902	631
Connecticut	4	11	699	460	5	23	804	365
Delaware	0	5	157	123	0	6	121	87
Florida	8	38	1483	1478	9	57	1733	1054
Georgia	0	6	620	701	0	14	609	405
Idaho	1	2	246	252	1	15	278	208
Illinois	9	13	706	1354	11	71	1482	1482
Indiana	6	32	803	786	8	50	1034	735
Iowa	4	9	497	273	6	23	613	274
Kansas	4	9	605	630	7	30	833	309
Kentucky	0	6	287	175	0	10	271	157
Louisiana	2	9	641	703	3	30	454	531
Maine	0	8	607	385	0	31	447	303
Maryland	0	6	344	342	4	35	618	295
Massachusetts	6	8	3106	833	5	47	3014	577
Michigan	8	34	1902	1408	17	95	2049	1288
Minnesota	4	30	627	598	4	32	970	433
Mississippi	0	1	226	330	0	23	255	284
Missouri	2	15	439	487	2	23	290	368
Montana	1	7	639	322	0	14	682	124
Natl. Capital	0	10	427	229	0	11	265	282
Nebraska	0	7	679	472	0	33	445	301
Nevada	1	3	148	298	2	16	305	353
New Hampshire	0	5	520	369	0	17	700	355
New Jersey	0	16	909	846	0	34	1062	678
New Mexico	1	13	696	410	3	15	620	344
New York	11	54	3833	1421	18	126	4099	1533
N. Carolina	0	4	1094	805	1	30	959	747
North Dakota	0	24	543	446	0	24	508	376
Ohio	8	9	1058	932	8	48	1460	860
Oklahoma	2	12	650	371	3	20	785	418
Oregon	1	2	540	342	2	24	655	398
Pennsylvania	12	35	2096	1879	13	64	2513	1403
Rhode Island	2	7	737	257	2	21	465	270
South Car.	2	0	499	313	0	18	614	374
South Dakota	4	5	190	388	0	16	248	158
Tennessee	1	5	482	650	1	23	752	418
Texas	16	29	1050	2429	18	65	1948	1983
Utah	1	7	1296	318	3	34	883	249
Vermont	0	0	371	188	0	15	594	235
Virginia	0	8	680	603	4	28	1036	503
Washington	2	10	516	670	3	25	792	737
West Virginia	3	3	589	274	3	21	431	271
Wisconsin	7	2	672	480	7	30	1043	481
Wyoming	6	3	714	445	6	24	524	192
Alaska	0	4	138	218	0	11	164	195
Hawaii	0	6	836	293	0	24	1262	236
Puerto Rico	2	5	1185	482	5	62	715	476

TOTAL OF ALL UNITS 31 DECEMBER 1951 31 DECEMBER 1952

Wings	52	52
Groups	160	210
Squadrons	1,376	1,722
Cadets	42,945	48,276
Senior Members	34,467	29,196
TOTAL MEMBERSHIP	77,412	77,472

Colonel Weld Arnold, CAP
Nevada Wing, CAP
45 B St.
Sparks, Nev.

Colonel George G. Wilson, CAP
New Hampshire Wing, CAP
Dillant-Hopkins Airport
Keene, N. H.

Colonel Irving J. Feist, CAP
New Jersey Wing, CAP
218 Market St.
Newark 2, N. J.

Colonel J. Gibbs Spring, CAP
New Mexico Wing, CAP
Kirtland AFB
Albuquerque, N. M.

Colonel Joseph F. Crowley, CAP
New York Wing, CAP
124 E. 28th St.
New York, N. Y.

Lt. Colonel Robert E. Ridenhour, Jr., CAP
North Carolina Wing, CAP
P. O. Box 266
Charlotte, N. C.

Colonel Paul S. Roel, CAP
North Dakota Wing, CAP
Hector Field
Fargo, N. D.

Colonel Edmund P. Lunken, CAP
Ohio Wing, CAP
Room 24
Administration Bldg.
Lunken Airport
Cincinnati 26, Ohio

Colonel William H. Shockey, CAP
Oklahoma Wing, CAP
Bldg. T-520
Tinker AFB
Oklahoma City, Okla.

THE CORPORATION . . .

Civil Air Patrol was reorganized in 1952 in order to authorize a larger number of staff positions and establish separate cadet squadrons. The purpose was to enable unit commanders to enlarge their staffs for more efficient operation and activate cadet squadrons in areas where no senior squadrons were situated. At the same time flights were elevated to squadron status.

As a result the number of groups increased from 160 to 210 while the number of squadrons increased from 1,376 (squadrons and flights) to 1,722 at the end of 1952.

A corresponding increase in the cadet membership followed the reorganization. At the end of 1951 there were 42,945 cadets enrolled while as 1952 drew to a close Civil Air Patrol boasted 48,276 young men and women cadets.

The policy of requiring an annual membership assessment from its adult members continued to affect the adult membership through 1952. Although the total adult membership decreased from 34,467 to 29,196 during the 12-month period from December 1951 to December 1952, the policy generally had a wholesome effect upon the organization. It has resulted in a gradual weeding-out of those members who lacked the spirit and aggressiveness which has been typical of CAP since its inception.

This process of recruiting working members for Civil Air Patrol rather than just names on the membership rosters was helped along in many areas as wings and groups instituted firm officer appointment and promotion systems.

As 1952 ended the CAP adult membership was on the firmest foundation it has enjoyed since those days at the beginning of World War II when it was made up almost entirely of flying and fighting men and women united in purpose with but one goal in view—the security of their homeland—as envisioned by the “father” of Civil Air Patrol, Gill Robb Wilson.

WING COMMANDERS' ROSTER* . . .

Colonel Kenneth S. Jordan
Oregon Wing, CAP
Portland International Airport
Bldg. T-322
Portland, Ore.

Colonel Phillip F. Neuweiler, CAP
Pennsylvania Wing, CAP
744 N. Front St.
Allentown, Pa.

Colonel Edward A. Mercier, CAP
Rhode Island Wing, CAP
Providence County Court House
Providence 3, R. I.

Colonel Alfred A. Pate, CAP
South Carolina Wing, CAP
P. O. Box 804
Rock Hill, S. C.

Colonel Joseph L. Floyd, CAP
South Dakota Wing, CAP
Room 301
513 So. Main Ave.
Sioux Falls, S. D.

Colonel Alfred M. Waddell, CAP
Tennessee Wing, CAP
Room 200, Hangar No. 2
Memphis Municipal Airport
Memphis 2, Tenn.

Colonel James L. Camp, CAP
Texas Wing, CAP
7702 Cedar Springs Ave.
Bldg. T-36
Dallas 9, Texas

Colonel Ralph B. Ottenheimer, CAP
Utah Wing, CAP
Salt Lake Airport #1
Salt Lake City, Utah

Lt. Colonel Henry A. Collin, CAP
Vermont Wing, CAP
180 So. Main St.
Rutland, Vt.

Colonel Allan C. Perkinson, CAP
Virginia Wing, CAP
Finance Bldg.
State Museum Mezz.
Richmond 19, Va.

Colonel Wallace M. Hibbard, CAP
Washington Wing, CAP
Box #50
Boeing Field
Seattle 8, Wash.

Colonel Earle T. Andrews, CAP
West Virginia Wing, CAP
Martinsburg Municipal Airport
Route #4, Box 223
Martinsburg, W. Va.

Colonel John H. Batten, CAP
Wisconsin Wing, CAP
Horlick-Racine Airport
Racine, Wisc.

Colonel M. Glenn Capps, CAP
Wyoming Wing, CAP
Bldg. 363
F. E. Warren AFB
Cheyenne, Wyo.

Colonel Jesse R. Carr, CAP
Alaska Wing, CAP
P. O. Box 1836
Anchorage, Alaska

Colonel Benjamin F. Dillingham, CAP
Hawaii Wing, CAP
Bldg. 65
Fort Armstrong
Honolulu, T. H.

Colonel Orlando J. Antonsanti, CAP
Puerto Rico Wing, CAP
Box 50
Navy Station
San Juan, Puerto Rico

*(Current wing commanders)

In Rochester, N. Y., Miss Elizabeth Lauer, CAP member, lay in the bed that had been her home for the past 11 years. Beside the bed was a table on which rested a radio transmitter and receiver. From the installation there extended a jointed arm with a microphone attached rigged in such a manner that Miss Lauer could use the microphone although lying flat on her back.

Each day this courageous woman kept the Rochester Group, CAP "on the air" until evening when other members could man their stations. She relayed messages to mobile units and CAP planes and maintained contact with other stations in the New York Wing.

When she became a member of CAP in 1952, Miss Lauer was believed to be the first shut-in to join CAP and since has more than proved her value to the program. Her spirit is typical of the women who played a major part in Civil Air Patrol activities during the past year.

In every wing, group and almost every squadron members of the "fair sex" are holding down important staff positions. They are adjutants, administrative officers, Public Information officers, commandants of Cadets, Supply officers, Operations officers and the majority of them are competent pilots who fly alongside the male members of CAP on search and rescue, mercy and disaster relief missions.

In Momence, Ill., the Operations officer is an energetic, 45-year-old grandmother who has to her credit hundreds of hours of pilot time and holds a CAA flight instructor's certificate. Capt. Lucile Cantway, who also is a competent radio operator, has been in CAP since 1942.

The director of Personnel for the California Wing is Lt. Col. Virginia Capps, whose 15-year-old daughter is assistant adjutant of the San Francisco Cadet Squadron 96. She first became a CAP member in 1942 at Des Moines, Iowa.

In Albuquerque, N. M., the position of Public Information officer on the Central Group staff is held down by pretty Capt. Juliette Perry who also has a daughter in CAP.

A veteran woman flier who also was one of the original members of the Ninety-Nines — national organization of women fliers — is the deputy commander of the Puerto Rico Wing. She is Lt. Col. Claire Livingston.

Another Ninety-Nine, Maj. Jean Ross Howard, assistant Public Information officer of the National Capital Wing; Lt. Col. Alice Hammond, coordinator of Women's Activities for the Michigan Wing; Capt. Louise Thaden, commandant of Cadets for the Roanoke (Va.) Squadron, one of the Nation's top women fliers and a Ninety-Nine; Lt. Col. Nanette Spears, director of Personnel for the New Jersey Wing; and Capt. Mary Nesbitt, coordinator of Women's Activities for the West Virginia Wing, and a member of the Ninety-Nines, are examples of the high-caliber of American women who during 1952 devoted their time and effort to making Civil Air Patrol a more efficient organization.

At the end of 1952 there were 13,345 women in Civil Air Patrol. Included in this total were 9,727 cadets and 3,618 adult members. The importance of women in CAP was underlined in 1952 by the fact that the Air Force aided in setting up two all-girl cadet encampments at Lackland Air Force Base, Texas, and Griffis Air Force Base, N. Y. These girl cadets who learned first hand of the Air Force in 1952 may be the women in the Air Force of tomorrow.

These young women who are CAP Cadets today will be carrying the banner of air supremacy tomorrow.



When the call to duty is sounded women pilots and observers are there doing their part flying along side the men.

Women in CAP...



The Chaplains

The progress of the Civil Air Patrol Chaplains' program during 1952 was measured by increases in both the number of participating chaplains and in the scope of operations.

Since the introduction of the program in January, 1950, some 450 civilian clergymen of all faiths and denominations have joined Civil Air Patrol. Two hundred seventeen of these joined in the program in 1952. Twenty of these were Air Force reserve chaplains.

All CAP chaplains are members of the clergy representing the three major faiths — Protestant, Catholic and Jewish. They serve as advisors on all matters pertaining to or affecting the religious life, morals or morale of adult and cadet CAP members.

The two-fold mission of the CAP chaplaincy — to assure moral and religious ministration to all CAP personnel and to supplement the moral and citizenship training of cadets received at home and in the church and school — was better accomplished in 1952 through an increase in participation and because of a better understanding on the part of the chaplains of the responsibilities involved in Civil Air Patrol membership.

At the close of the year all eight CAP regions were staffed by at least one chaplain (two are authorized at regional level). At wing, group and squadron level, however, there existed at year's end 1,839 vacancies for chaplains. To bridge this gap between the actual and desired number of chaplains the National Air Chaplain continued to stress the importance of the program during 1952 and strived to clarify its purpose.

A number of special programs were begun in 1952 to facilitate the dissemination of information and the exchange of ideas among the chaplains and to keep the Nation-wide CAP chaplaincy informed on all chaplain's activities.

A monthly news letter was published and CAP regulations pertaining to the chaplaincy were re-evaluated.

The pamphlet, "Nine Reasons for Becoming a CAP Chaplain," was given wide distribution and two booklets, "The CAP Squadron Chaplain's Guide" and "Introduction to the CAP Chaplaincy," were published. Air Force character guidance materials also were made available for use by the CAP chaplains.

Air Force reserve chaplains were called to duty for two-week periods in the summer to assist with the CAP encampments. CAP chaplains also gave spiritual guidance to the participants in the International Cadet Exchange.

The second annual National Civil Air Patrol Chaplains' Conference was held at Bolling Air Force Base, Washington, D. C., in April with 225 chaplains in attendance representing every wing including the territories.



This joining of hands between chaplains of the Protestant, Catholic and Jewish faiths symbolizes the spirit of the CAP chaplains' program.

W E P R A Y

Almighty God, Thou who art the ruler of this universe, and in Whose Hands lies the final destiny of all mankind:

We raise up unto Thee our heartfelt expression of gratitude for the innumerable blessings which Thou hast so graciously and freely bestowed upon our country and upon us, the citizens of these United States of America.

We earnestly beseech Thee that our country, whose welfare is served by the Civil Air Patrol, may remain strong in its faith in Thee as the God of salvation of both nations and individuals. Only in the strength of this faith of our fathers may our beloved country hope to continue to enjoy the blessings of economic, military, political and moral strength so vitally needed in this world of today. Guided by Thy Word and led by Thy Spirit, may the members of the Civil Air Patrol be one of Thy instruments through which this nation may remain a bright hope unto all God-fearing, freedom-loving citizens of the world. To this end, bless our organization and the voluntary services rendered by each individual member. Create within us an increased zeal for the cause represented by the Civil Air Patrol based on the knowledge that in so dedicating ourselves to this cause and service, we also serve Thee to whom is due all honor and glory. Amen.

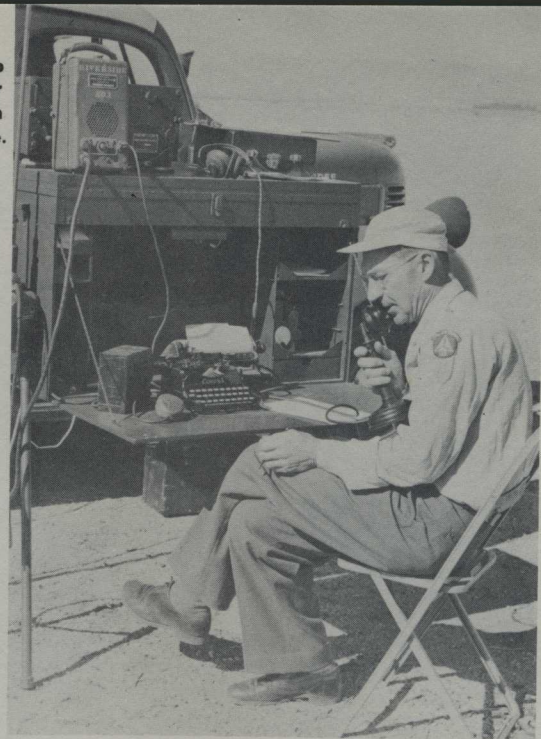
A communications center is set up in the field to coordinate air and ground activities on the search for a lost plane.

Forest fires swept Virginia woodlands during late 1952. Almost before the word "FIRE" had gone out Civil Air Patrol communicators were leaving their jobs in shops, offices, plants and garages heading for the danger zone. For nearly two weeks they worked side-by-side with the fire fighters.

When the roaring flames burned out ground lines between isolated ranger stations and the outside world CAP radio operators with portable equipment went into the fire zones to furnish communications. CAP mobile units cruised the roads in the fire areas reporting the progress of the fire fighters. CAP radio-equipped planes orbited over the fire-swept woodlands keeping the fire fighters abreast of the progress of the leaping flames, reporting new outbreaks and guiding ground teams around danger areas.

Twenty-four hours a day until the danger was over CAP communicators worked with state and federal agencies to curb the flames. Some operators remained on the job for periods of 48 hours straight before they were relieved.

When it was over the Governor, Forestry officials and others were generous and emphatic in their praise of the work done by CAP's volunteers.



Communications . . .

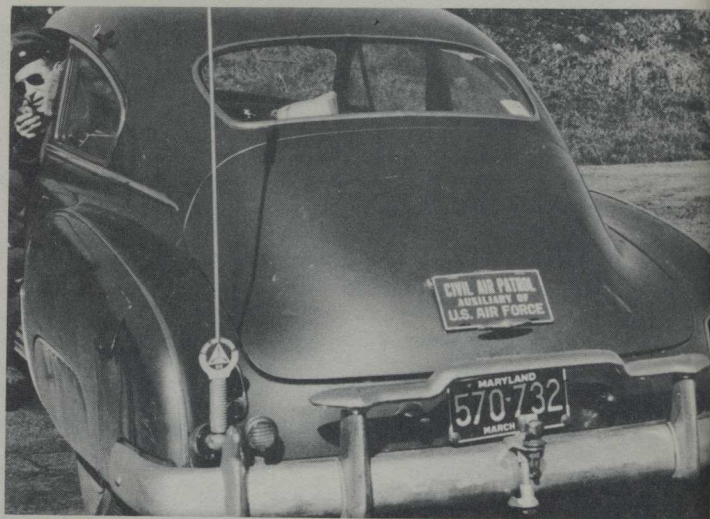
This one instance is typical of the service performed almost daily in some part of the Nation by the Civil Air Patrol communications system. During 1952 this system was greatly expanded. The total number of transmitters increased from 9,000 to nearly 11,000.

The program underwent a wide reorganization last year based on the principle that "communications is command." This reorganization made it possible to establish definite command control by each commander from the National Headquarters level down to the lowest echelon. While the lack of radio equipment did not permit full radio coverage in all wings the foundation for a command communications system was laid with the accent on extreme mobility. Wing Commanders and Communications officers were urged to decommission stations in fixed locations and install the equipment in the automobiles of individual CAP members. This program was successful as indicated by the fact that in December, 1952, the ratio of mobile to fixed stations was nine to one as compared with five to one in 1951.

The lack of airborne very high frequency radio equipment for CAP aircraft greatly reduced the over-all efficiency of Civil Air Patrol, particularly on search and rescue activities. Less than 15 percent of the total number of aircraft assigned to CAP were VHF equipped.

Heretofore very few CAP cadets were exposed to any communications training owing to the lack of a standardized program. Plans were laid in late 1952 for a standardized communications training program and training materials should be ready in mid-1953 for distribution to all units. Upon completion of this basic radio course the CAP cadet should be qualified to enter advanced radio or radar courses in the Air Force, thereby saving time and money for the parent service.

The groundwork was laid during 1952 for a new licensing procedure for CAP radio stations. Through close cooperation with the Federal Communications Commission a new licensing form was devised and it is expected when the new form goes into use in 1953 processing will take only a few days as opposed to the six to eight weeks needed formerly.



Civil Air Patrol has more than 9,000 mobile radio stations like this one for the most part purchased by members out of their own pockets.

During 1952 relations between CAP and FCC were especially harmonious and resulted in expeditious action on all CAP-FCC matters.

Material support from the Air Force during 1952 to the CAP communications program came in the form of two additional high frequency bands for use by CAP; 5,000 radio-telephone manuals for training purposes; maintenance support in some instances; and funds for the assignment of nine Philco technical representatives to supervise the regional communications systems and aid in the overall Cadet communications training program.

Matériel...

The flow of matériel into Civil Air Patrol channels during 1952 showed a substantial increase over the previous year, but expanded functions and greatly extended scope of CAP operations left the auxiliary organization still far short of the needed support.

Banner news in the 1952 matériel story was the acquisition of a fleet of 345 liaison type aircraft placed on-loan to Civil Air Patrol by the Air Force. Such an allocation was authorized by Public Law 557 (80th Congress), which stipulated that the Secretary of the Air Force may place surplus or obsolete aircraft on loan to Civil Air Patrol with the maintenance and support for these aircraft remaining the responsibility of the Air Force.

These planes, badly needed in CAP flight orientation and search and rescue work, represented a significant contribution to the CAP on-loan fleet. However, the low maintenance priority accompanying the planes resulted in a low utilization rate as some of the aircraft received were in need of extensive repairs.

Public Law 152 (81st Congress), which stipulated that the Secretary of the Air Force could no longer donate surplus or obsolete supplies and equipment to CAP without prior screening of this property for utilization by other agencies, affected seriously the receipt of property by CAP in 1951. In 1952 a continuous effort was made to implement the provisions of Public Law 152 to obtain a satisfactory technical procedure whereby the Secretary of Defense could donate Federal property to CAP as a service educational activity.

Such an administrative procedure was formulated and a limited quantity of supplies were procured through this method. Such donations were subject to certification by the General Services Administration to the effect that the property was surplus to Federal needs. Because such screening required some time to complete and because the machinery was slow getting into motion Civil Air Patrol received, in 1952, only 4,400 items of property from a requested list that embraced 57,590 items.

Certain requests for communications and electrical equipment, office furnishings, pre-

fabricated materials such as clothing and shelters and miscellaneous items submitted during 1952 are expected to be received in 1953.

Alert Civil Air Patrol - USAF liaison officers throughout the country acquired directly, in 1952, 48,753 items of non-reportable property declared surplus by Air Force installations. However, vitally needed equipment, especially in the communications field, proved difficult to obtain due to the higher priority ratings held by other requesting agencies. The amount of radio equipment of any value that was added to the CAP communications system in 1952 was negligible although numerous CAP members incurred personal expenditures to improve their radio facilities.

The majority of the aircraft gained by Civil Air Patrol in 1952 were acquired through three projects. Two of these projects channeled five-year-old airplanes into CAP from the Army National Guard units where they were replaced by up-to-date liaison planes. In the third project 30 planes were returned from the European Theater of Operations. Many of these planes were in need of repairs and difficulties incurred in securing proper maintenance has delayed their utilization.

The enlarged search and rescue mission assigned to CAP together with expanded operations in all phases of flight operations increased the need for aircraft. Direct donation of aircraft to CAP was possible since planes constitute one of the few items on

which disposal continued to be at the discretion of the Secretary of the Air Force under Public Law 152.

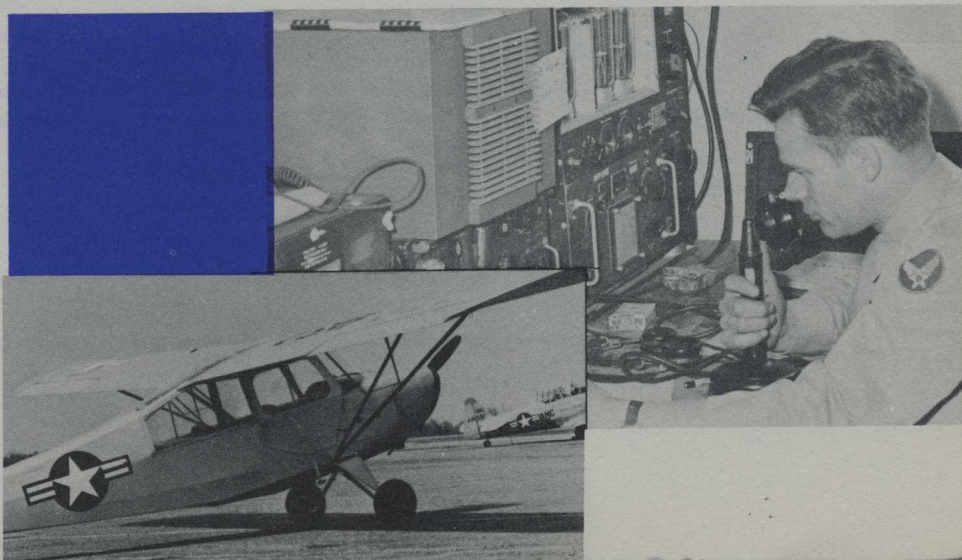
Nine C-45G Air Force planes were turned over to the CAP regions for use by the liaison officers as special missions craft and eight carry-all type vehicles were assigned the regional offices. These issues alleviated to some extent the transportation problems that were acute in the regional organization where extended activity resulted in transportation tie-ups. Lack of suitable transportation at times was the cause of CAP wings being unable to pick up surplus matériel tagged for CAP use by GSA.

Further Air Force support in 1952 enabled Civil Air Patrol members to purchase Air Force blue uniforms at Air Force Clothing Sales Stores. The Air Force uniform is worn with distinctive CAP insignia. Approved design for a ceremonial flag and wing organization flags were completed during 1952 with the assistance of the Heraldic Branch, USAF.

Acquisition of equipment at the unit level accounted for much of the 1952 matériel increase. The purchase of special vehicles, operating equipment and housekeeping material by individual squadrons augmented noticeably the CAP supply picture although addition of supplies by privately-raised funds never has been sufficient to enable a unit to maintain top operating efficiency.

The activation of new squadrons and the growth of other CAP units means that Civil Air Patrol's Matériel section always is faced with the job of finding more property of all types. Some gains were realized during 1952, however they did not keep pace with the swelling demand for Civil Air Patrol support to the Air Force in search and rescue, wreckage marking, mercy missions, Civil Defense, Ground Observer Corps activities and Air Force filter center training.

A serious shortage of communications equipment during 1952 hampered the performance of the missions assigned CAP by the Air Force.



This Air Force L-16 is typical of the 486 liaison planes on-loan to CAP for Cadet orientation flights and air search and rescue work.

Legislation . . .

The Civil Air Patrol Supply Bill was introduced at the request of the Department of Defense in the Second Session of the 82nd Congress. Senator Cain introduced Senate Bill 3483 and Congressman Vinson introduced H. R. 8525.

The bill was designed to restore Civil Air Patrol to the same supply relationship with the Air Force that it enjoyed under Public Law 557 prior to the enactment of Public Law 152.

The bill provided that property excess to the requirements of the Army, Navy and Air Force be furnished by the Secretary of the Air Force to Civil Air Patrol without regard to the Federal Property and Administrative Services Act. In addition it would have permitted the Air Force to expend up to \$1,500,000 in any fiscal year in the procurement for CAP materiel, supplies, training aids and equipment required for the maintenance, operation and support of aircraft and related major items of equipment.

Enactment of the measure would have enabled CAP to be so equipped that it could carry out to the fullest extent the mission desired of it by the Air Force and as provided for by Congress in Public Law 557 through the delegation of certain non-combatant missions to Civil Air Patrol.

Congress adjourned without having acted on the bill and plans were made for introduction of a similar measure for passage by the 83rd Congress.

The Civil Air Patrol Compensation Bill was introduced in the Second Session of the 82nd Congress by Senator Cain and Congressman Polk.

Senate Bill 3489 and H. R. 6331 would have placed Civil Air Patrol members participating in Air Force-ordered missions under the provisions of the Federal Employees Compensation Act.

In asking for the legislation Civil Air Patrol's Commanding General pointed out that each year several CAP volunteer pilots and observers are killed or injured while performing a service to their fellow man.

The bill would have extended the protection of the Federal Employees Compensation Act to the families of the 66 Civil Air Patrol members who were killed during World War II in line of duty, the 90 to 100 members who were injured under similar circumstances as well as those who have been killed or injured since or may be in the future while serving on Air Force-ordered missions.

Such protection was seen as incentive for increased effectiveness on hazardous missions.

As in the case of its companion bill the Congress adjourned without taking the necessary action. Plans were made to resubmit the measure into the 83rd Congress.

Financial Statement

RECEIPTS

Balance, 31 December 1951	\$ 31,256.90
Receipts	
Memberships	90,762.00
Prepaid Memberships for 1953	8,610.00
Insurance Refund from Cancelled Policy	1,472.87
Donations	3,355.00
Interest on Savings Accounts	400.25
Sale of Aircraft	250.40
Miscellaneous Refunds	650.00
TOTAL RECEIPTS, 1952	\$136,757.42

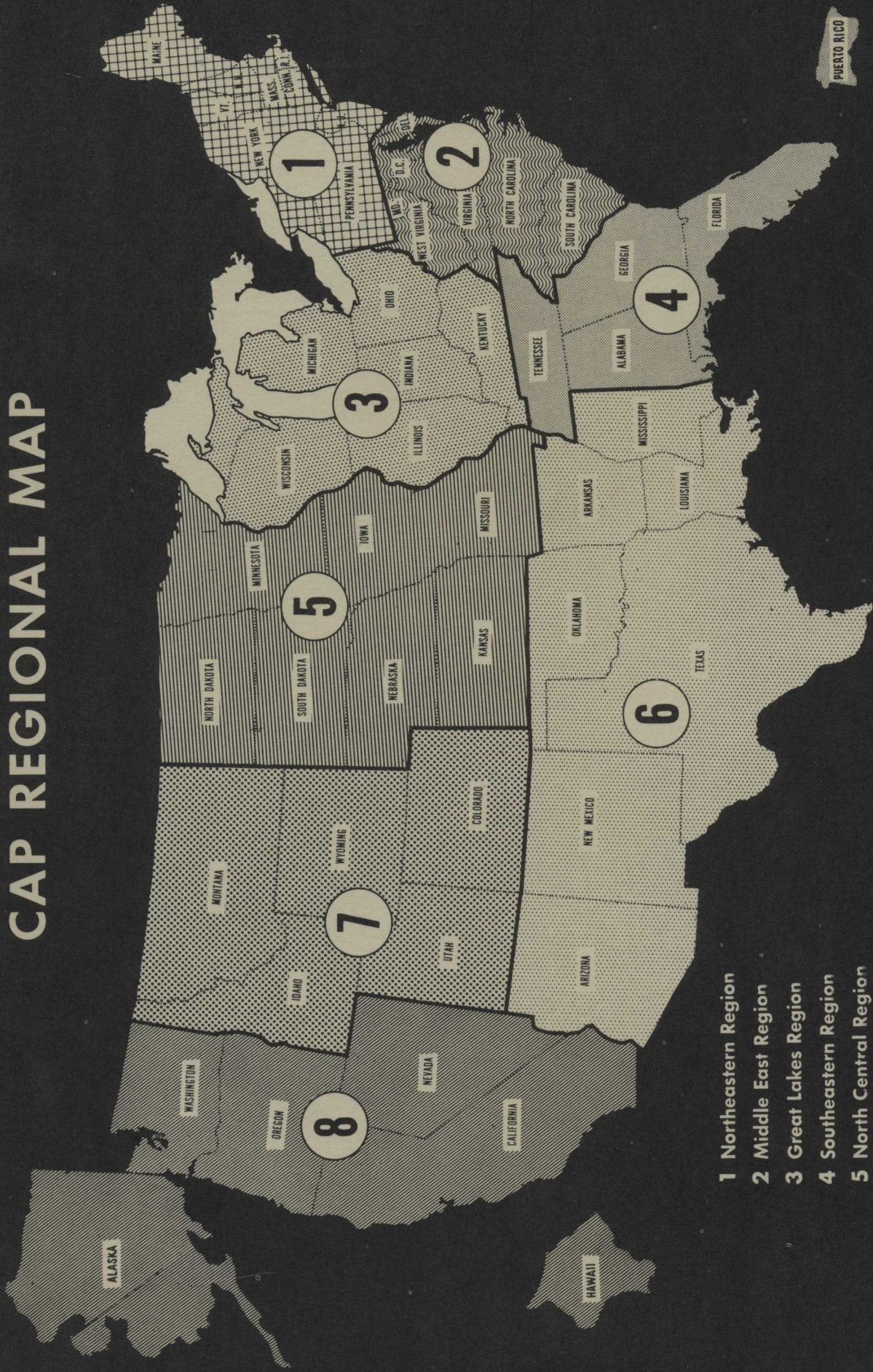
DISBURSEMENTS

Cadet Drill Competition	\$ 4,797.10
International Cadet Exchange	22,610.38
Official CAP Publication	11,945.59
Insurance and Bonds	12,133.15
National Educational Advisory Committee Meetings	835.73
Printing and Photography	3,897.58
Rents	192.24
Legal	1,001.21
Wing Commanders' Conference (Congressional Dinner)	5,027.33
Petty Cash	670.80
Miscellaneous	2,364.02
TOTAL DISBURSEMENTS, 1952	\$ 65,475.13
Total Receipts	\$136,757.42
Less Disbursements	65,475.13
	71,282.29
Savings Funds on Deposit	50,936.66
Balance, 31 December 1952	\$122,218.95

CONCLUSION

The year 1952 was a year of achievement for Civil Air Patrol. It also was a year of recognition. But, even more important, it was a year in which the rank and file of Civil Air Patrol as well as its leaders and its co-partner, the United States Air Force, found a new faith in the ability of Civil Air Patrol to meet the challenge wheresoever it came. It was a year in which Civil Air Patrol's thousands of members re-dedicated themselves to the task of keeping America secure and a year during which they began taking justifiable pride in their progress earned by giving freely of their time, money and their devotion to the principles of air supremacy.

CAP REGIONAL MAP



- 1 Northeastern Region
- 2 Middle East Region
- 3 Great Lakes Region
- 4 Southeastern Region
- 5 North Central Region
- 6 Southwestern Region
- 7 Rocky Mountain Region
- 8 Western Region

